

**Palms Neighborhood Council
Transportation & Infrastructure
Committee**

Christopher Gonzalez Wienberg, Chair
Kasey Crawford, Vice-Chair
Kay Hartman, Member

CITY OF LOS ANGELES
CALIFORNIA



10008 National Blvd. #210
Los Angeles, CA 90034

Email: info@palmsnc.la

palmsnc.la
[@palmsnc](https://www.facebook.com/PalmsNC)
[@palmsnc](https://www.facebook.com/PalmsNC)

PALMS NEIGHBORHOOD COUNCIL

REVISED Transportation & Infrastructure Committee Meeting Agenda
Thursday, March 11, 2021 – 7:30 p.m. to 9:00 p.m.

Zoom Meeting Online at <https://us02web.zoom.us/j/84188897855>

or by telephone dial: **+ 1 669 900 6833** or one of the following toll-free telephone Numbers: **833 548 0282, 888 475 4499, 877 853 5257, or 833 548 0276**

The toll-free numbers eliminate long-distance call charges for participants although other telephone charges may apply from a participant's phone carrier.
After connecting by telephone enter this meeting ID: 841 8889 7855 and press #.

Press *9 to raise hand for public comment

The Neighborhood Council system enables meaningful civic participation for all Angelenos and serves as a voice for improving government responsiveness to local communities and their needs. We are an advisory body to the City of Los Angeles, comprised of stakeholder volunteers who are devoted to the mission of improving our communities.

VIRTUAL MEETING TELECONFERENCING NUMBER FOR PUBLIC PARTICIPATION In conformity with the Governor's Executive Order N-29-20 (MARCH 17, 2020) and due to concerns over COVID-19, the Palms Neighborhood Council meeting will be conducted entirely electronically.

Every person wishing to address the Neighborhood Council Transportation and Infrastructure Committee must join the zoom meeting at <https://us02web.zoom.us/j/84188897855> or dial one of the above phone numbers and enter 841 8889 7855 and then press # to join the meeting. Instructions on how to sign up for public comment will be given to listeners at the start of the meeting

- I. CALL TO ORDER & ROLL CALL**
 - a. Call to Order
 - b. Roll Call
- II. INTRODUCTIONS (5 minutes)**
 - a. Introductions and Welcome
- III. GENERAL PUBLIC COMMENT (10 minutes)**
 - a. Limited to non-agenda items – subjects related to transportation and infrastructure issues (up to 2 minutes per speaker, time permitting)
- IV. COMMITTEE BUSINESS**
 - a. Committee member updates (10 minutes)
 - b. **Update** from Jay Greenstein, Council District 5 Transportation Deputy
 - c. **DISCUSSION and POSSIBLE ACTION.** Kevin Ocubillo from LADOT will present the City's thinking about the next phase of Slow Streets.

- d. **REVIEW AND DISCUSSION FOR ACTION** of the exchange between Lance Oishi of StreetsLA and Kay around issues related to the Sidewalk and Transit Amenities Program (STAP). *[See supplementals for email exchange]*
- e. **MOTION** to approve a letter requesting bus shelters at all stops along Venice Blvd. *[See supplementals for letter]*
- f. **DISCUSSION and POSSIBLE LETTER** to support time restricted parking in areas dense with apartment buildings so delivery vehicles can park without stopping in the street and blocking traffic.
- g. **MOTION** to approve a Vision, Mission, and Goals. *[See supplementals for draft vision, mission, and goals]*
- h. **DISCUSSION and POSSIBLE ACTION** on Council Files:
 - i. [20-0838](#) to make Slow Streets permanent. *[See supplementals for draft community impact statement]*
 - ii. [21-0002-S8](#) on the city analyst's report requesting changes to the state vehicle code
 - iii. [21-0039](#) to reform the Capital Improvement Expenditure Plan. *[See supplementals for draft community impact statement]*

V. **ADJOURNMENT:**

- a. Next meeting is scheduled for April 8, 2021 at 7:30 p.m. on zoom.

Time allocations for agenda items are approximate and may be shortened or lengthened at the discretion of the President. Public comment will be taken for each motion as well as for any item in the consent agenda prior to Board action. The public is requested to fill out a "Speaker Card" to address the Assembly on any item of the agenda prior to the Assembly taking action on an item. Comments from the public on Agenda items will be heard only when the respective item is being considered. Comments from the public on other matters not appearing on the Agenda that is within the Assembly's subject matter jurisdiction will be heard during the Public Comment period. Public comment is limited to 1 to 2 minutes per speaker, at the discretion of or unless waived by the Assembly. In the interest of addressing all items on the agenda, time limits for individual comments and discussion may be set at the discretion of the President. All items on the consent agenda will be determined by a single Committee vote and without Committee discussion. Committee members may request that any item be removed from the consent agenda and considered individually at any time prior to that vote.

Per Board of Neighborhood Commissioners Policy #2014-01, agendas are posted for public review at: 1) Woodbine Park Kiosk, 3409 S. Vinton Ave.; 2) Palms Neighborhood Council website, www.palmsnc.la.

In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at Woodbine Park Kiosk, 3409 S. Vinton Ave, at our website: www.palmsnc.la or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact the Secretary at secretary@palmsnc.la

Palms NC Board and Committee members abide by a code of civility (<http://empowerla.org/code-of-conduct/>). Any person who interferes with the conduct of a Neighborhood Council meeting by willfully interrupting and/or disrupting the meeting is subject to removal. A peace officer may be requested to assist with the removal should any person fail to comply with an order of removal by the Neighborhood Council. Any person who resists removal by a peace officer is subject to arrest and prosecution pursuant to California Penal Code Section 403.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting you wish to attend by contacting the Secretary at secretary@palmsnc.la

SI REQUIERE SERVICIOS DE TRADUCCION, FAVOR DE NOTIFICAR A LA OFICINA 3 DIAS DE TRABAJO (72 HORAS) ANTES DEL

EVENTO. SI NECESITA ASISTENCIA CON ESTA NOTIFICACION, POR FAVOR LLAME A NUESTRA OFICINA AL secretary@palmsnc.la

Hi Kay,

I'm going to try and respond to the questions you submitted a few minutes ago via our STAP website. Please see my answers to your questions below

I'd like to see a bus shelter at each stop on this stretch. Is this possible? As STAP frees up some existing shelters, can they be repurposed into Palms so we have a sufficient number of shelters?

Reply: We'll review the bus stops within that stretch of Venice Blvd to determine what's feasible and what is not and do our best to accommodate such needs.

If we cannot get a shelter at every bus stop, can we get shade at our bus stops where we don't have a bus shelter?

Reply: We are reviewing options to possibly provide shade structures at locations where transit shelters are infeasible, however overall quantities of any sort of shelter or shade structure that might be employed is going to be affected by the limited quantities available to the City and our need to be equitable (on a City-wide basis) in the distribution of the shade and shelter structures that we do have available to us.

Who decides where the new STAP program shelters go? Will the Neighborhood Council have input?

Reply: We are using data including boarding/alighting counts, urban cooling/heat indexes, priorities for new furniture (at Metro stops), and local/regional trip generators amongst others to help us determine where STAP shelters will be furnished. This information is available to the public right now through our interactive GIS map that can be found by clicking on this link [with this interactive map](#), which can also be found on our STAP webpage

at <https://streetsla.lacity.org/coordinated-street-furniture-program>. There are tutorials that provide instruction on how to utilize our map and turn data layers on or off so you can view them if desired. On our interactive GIS map, you can not only see the information noted above but also information such as where bus stops are located at, where we have existing program furniture installed, where we plan to possibly replace existing furniture during the first Program year for STAP and other information necessary to assist us in determining where to possibly locate new furniture or reposition existing furniture. Based upon such objective data, we are planning to develop lists of proposed furniture installation sites for a given program year that will be furnished to the City Council for review and approval several months prior to the start of that program year. Proposed furniture installations will be vetted by City Council and may include input and recommendations from Neighborhood Councils. Lastly, there is a survey available on our STAP web page that we encourage people to take to help us further determine how to allocate our STAP resources and a link that allows folks to request transit furniture at specific bus stops. Please do fill out our survey and/or submit requests for furniture through the links available on our STAP webpage

How wide does the sidewalk need to be to support one of the new shelters?

Reply: In general, the narrowest sidewalk width we can place any sort of transit shelter (or shade structure) on is 8'. That being said, sidewalk width is just one of several critical physical site attributes that we must account for when determining whether or not we are able to furnish a transit shelter at a given location. In general, we need a clear longitudinal distance of at least 23' to 25' (depending upon the length of a transit shelter) that doesn't have any above or below grade obstructions (including meters, valves, utility lines, underwalk roof drain lines, storm drains, underground vaults, etc) and 29' to 30' of clear longitudinal distance if a trash receptacle is furnished with our transit shelter. We also need to minimally keep 3' clear of building/property ingress/egress points (gates, doors, walkways), 6' clear of access ramps, and 10' clear of the top of driveway aprons, 20' away from alley entrances, and we should not place any transit shelters within 45' of intersections (exceptions to this requirement can be made at signalized intersections). Because of these clearance requirements, trees/treewells, utility poles, guy wires, street light poles, fire hydrants, signs posts, parking meters, controller cabinets, news racks,

bike racks, and other elements typically found on our sidewalks in addition to sidewalk width all affect where we may or may not place our transit shelters.

What is the total number of new shelters compared with the existing number?

Reply: We currently have approximately 1870 existing transit shelters and are endeavoring to increase that to a minimum of 3,000 bus shelters City-wide. Please keep in mind that we have something like 9,000 bus stops City wide so even with 3,000 bus shelters, we will only be able to provide 1 shelter for every three bus stops. Due to the physical site requirements listed above, we anticipate that even if we were able to obtain 9,000 transit shelters, we will not be able to install them at more than half of our present bus stops due to conflicts or inadequate space.

I understand that the City is tracking how many people are using the new shelters. Does the vendor have more information about who is using or walking by the shelters and providing only numbers to the City or is the vendor also only capturing numbers? If the vendor has more information than numbers, what information is it capturing and what are its obligations with respect to that information?

Reply: Our current/existing transit shelters and/or our current program provider do not have any sort of data collection capabilities. We anticipate that any data collected through the new STAP furniture will be non-personalized, telemetric data (i.e. only capturing numbers). Other data we believe our STAP furniture may be able to capture are site cleanliness/maintenance needs, climatic information (temperature, humidity, wind speed), air quality (pollutant levels), and possibly seismic movement (to help direct emergency resources more efficiently during earthquake events). We are just starting to see what possible features STAP vendors might provide on our program furniture so we are still determining what data may or may not be collected. I want to stress that any data collected will be non-personalized data, and that all data collected entirely becomes the property of the City upon capture; the vendor may not use or access that information without the City's consent. Further, any data collected will be subject to and in compliance with the California Consumer Privacy Act, California Proposition 24, and the City's digital code of ethics.

I hope these replies provide you with better insights into our impending STAP. Again, I would encourage you to visit our interactive map, survey, and submit any furniture requests you might have on our STAP webpage.

Best regards,

April 7, 2021

Councilmember Paul Koretz
Los Angeles Department of Transportation General Manager Seleta Reynolds
StreetsLA General Manager Adel Hagekhalil

Dear Mr. Koretz, Ms. Reynolds, and Mr. Hagekhalil,

Two bus lines run on Venice Blvd between Sepulveda Blvd and Exposition Blvd, the 33 and the 333. A few of the bus stops have bus shelters. Many do not. The Palms Neighborhood Council wants to see a bus shelter at every stop. Venice Blvd is a major thoroughfare. It carries a lot of bus traffic, filling the buses during peak travel times. At many of the stops, our residents and stakeholders are asked to stand while they wait for the bus and asked to endure the sun and the rain. Some of these residents are senior citizens. Some of these residents have various disabilities. The bus on a major thoroughfare like Venice Blvd should be welcoming and it is not without a place to sit and a shelter from the sun and rain.

The STAP program will free up bus shelters. We request that some of the freed shelters be repurposed along Venice Blvd in Palms to make sure each of the Venice Blvd bus stops through Palms are sheltered.

Sincerely,

Eryn Block
Palms Neighborhood Council President

VISION

The Palms Neighborhood Council Transportation and Infrastructure Committee's Vision is to support a continually evolving neighborhood defined by the needs of the community and the parameters set forth by its stakeholders.

MISSION

The Palms Neighborhood Council Transportation and Infrastructure Committee's Mission is to facilitate the neighborhood to create a safe and active environment for all known modalities.

GOALS

The Palms Neighborhood Council Transportation and Infrastructure Committee's Goals are to:

- Weigh in on City, County, and State Transportation and Infrastructure issues that impact the Palms quality of life and provide the opportunity for Palms stakeholders to know what City, County, and State motions are working through the system so they can advocate on their own behalf.
- Act proactively to improve the safety of Palms's streets and sidewalks.
- Be a reliable and consistent forum for information, education, discussion and advocacy for the community and the quality of life of its stakeholders.
- Educate and empower individual Palms stakeholders and develop a cohesive voice representing community input.
- Facilitate communication between stakeholders, City Departments, and elected officials working on Transportation and Infrastructure issues.

Draft Community Impact Statement, Council File 20-0838
Support

The Palms Neighborhood Council supports further study into a permanent Slow Streets program (Council File 20-0838). While the pilot program was conceived in response to COVID-19, when the pandemic wanes the underlying need for local, open, outdoor space will remain. Despite its benefits, we believe that the pilot program was flawed in several ways owing significantly to its temporary nature, including the instability of the signage and issues navigating around them. Therefore, we encourage the department of transportation to consider creative streetscape changes, including the use of street paint and improved signage.

Draft Community Impact Statement, Council File 21-0039
Support

The Palms Neighborhood Council supports reforming the Capital Improvement Expenditure Plan. The city's lack of a unified, holistic approach to capital improvements leads to fractured planning and development that poorly serves the needs of its residents. By spreading planning across myriad agencies with varying remits, capital improvements are performed in a piecemeal manner, with inefficient spending and in a manner that serves affluent communities ad-hoc needs over the overall needs of our city.